

For EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE EXPORT,  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

When you ask for  
**BOVRIL**  
do not take a cheap imitation.  
BOVRIL is all beef and is a  
standardised "strong-giving"  
food.  
Always have BOVRIL handy.  
By Royal Warrant to His Majesty the King.

No. 15,689. 號九十八百六千五萬一第 日四初月七年四十三緒光 HONGKONG, FRIDAY, JULY 31st 1908. 五拜禮 號一十三月七年八零百九千一英港香 PRICE, \$3 PER MONTH.

**BATHING CAPS.  
BATHING  
SANDALS.**

**A. S. WATSON & CO.,  
LIMITED,  
THE HONGKONG DISPENSARY.**

**GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.**  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory  
**SHEWAN, TOMES & CO.,  
General Managers.**  
Hongkong, 20th April, 1908.

**COLD STORAGE.**  
**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cubic Feet of Cold  
Storage available at BAZEL POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods  
**G. K. HAXTON, Manager.**  
Hongkong, 1st April, 1908.

**AUTOMATIC BROWNING  
POCKET PISTOLS.**  
CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.,  
Agents.**  
Hongkong, 6th March, 1907.

**AUTOMATIC MAUSER  
PISTOLS.**  
CALIBRE 7.65 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
**CARLOWITZ & CO. Agents.**  
Hongkong, 18th March, 1907.

**A. TACK & CO.,  
26, DES VŒUX ROAD, CENTRAL.**  
JUST LANDED A LARGE STOCK OF  
WRATTEN and WAINWRIGHT  
PLATES.  
**EASTMAN'S KODAKS and FILMS.**  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907.

**A LING & CO.,  
19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. Kuhn & Komos).**  
**FURNITURE and PHOTO GOODS  
STORE.**  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907.

**PEAK TRAMWAYS COMPANY,  
LIMITED.**  
**TIME TABLE.**  
**WEEK DAYS.**  
7.00 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
**NIGHT CARS.**  
6.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.  
every 1 hour.  
**SATURDAY.**  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
every 15 minutes.  
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.40 a.m. ... Every 40 minutes.  
9.40 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
**NIGHT CARS** at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.  
**SPECIAL CARS** by arrangement at the Com-  
pany's Office, Alexandra Buildings, Des Vœux  
Road Central.  
**JOHN D. HUMPHREY & SON,  
General Managers.**  
Hongkong, 9th May, 1907.

## A GOOD DOCTOR AND A GOOD DRUGGIST.

One is necessary to the other if the best results are to be obtained.  
No matter how skillful a physician may be, how well the medicine he prescribes  
is suited to the case, his best efforts are set at naught if a careless incompetent  
druggist puts up the prescription.  
Bring your prescriptions here. That is the surest guarantee that they will  
be compounded just as your physician wishes them to be.

**WATKINS LIMITED.**  
CHEMISTS AND DRUGGISTS,  
PREPARED WATER MANUFACTURERS,  
31 Queen's Road Central.  
Telephone No. 706  
Hongkong, 25th July, 1908.

## MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE: Sakayemachi, Kobe, Japan.  
BRANCH OFFICES: Nishinomachi, SHIMONOSEKI, Japan, and HONGKONG.

CABLE ADDRESSES:—  
"MIYASAKI," applying to Head Office and Shimonoseki Branch.  
"YUTAKA," applying to Hongkong Branch only.  
A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for  
**JAPAN COALS.**  
Y. KUBO, MANAGER, HONGKONG,  
No. 5, Queen's Road Central.  
Hongkong, 27th November, 1907.

## LANE, CRAWFORD & CO.

AGENTS FOR  
THE ORIGINAL  
**AERTEX CELLULAR  
SHIRTS AND PYJAMAS**  
HEALTHIEST & MOST COMFORTABLE

THIS LABEL ON  ALL GARMENTS.

## LANE, CRAWFORD & CO.

Hongkong, 17th July, 1908.

## CUTLER, PALMER & CO., WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN & AUSTRALIA			ESTABLISHED 1854.	Per Case.
BRANDY	★★★★	-	-	\$22.50
"	★★★	-	-	20.00
"	★★	-	-	17.00
WHISKY, PAUL MALL	-	-	-	20.00
" JOHN WALKER & SONS'	-	-	-	12.50
" OLD HIGHLAND -	-	-	-	10.50
" C. P. & CO.'S SPECIAL	-	-	-	20.00
BLEND	-	-	-	13.50
PORT WINE, INVALIDS	-	-	-	14.75
DOURO	-	-	-	16.00
SHERRY, FINE SUPERIOR	-	-	-	18.50
" LA TORRE	-	-	-	20.00
" OLD EAST INDIA	-	-	-	23.00
" AMOROSO	-	-	-	26.50
" ROYAL AMONTILEADO	-	-	-	-
" CUBIO SOLERA	-	-	-	-
BENEDICTINE, D.O.M.	-	-	-	QTS. 40.00 Pts. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,  
HONGKONG AGENTS.**

## THE TOR HOTEL LIMITED, KOBE.

A STRICTLY FIRST CLASS HOTEL.  
Accommodation for 200 Guests.  
Large and spacious Outside Rooms only.  
Telephone & Bell system.  
French Chef de Cuisine.  
Cold Storage.  
Vintage Wines.  
All Bedrooms with Bathrooms attached.  
Hot and Cold Water service.  
Latest Sanitary Arrangements.  
Complete and Latest Fire Alarm System.  
Electric Light and Fans throughout.  
Extensive Gardens and Pleasure Grounds.  
Magnificent View over the whole Town, the Harbour, Awaji, the Entrance to the Inland Sea, and Osaka Bay.  
European Representative meets all Steamers.  
Tel. Add. "Tor" KOBÉ.  
W. A. MARTIN, Manager.

## BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE No. 696.  
Jerome Jerome's Angel and Author ... \$1.75  
Marion Crawford's Prima Donna ... 1.75  
Winning Post Annual Summer Number ... 80  
Baroness Orczy's Best Brocade ... 1.75  
Esperanto Grammar and Exercises ... 1.00  
Students Text Book ... 80  
Dictionary; 2 Volumes ... 2.25  
Things Chinese, by Dyer Ball ... 10.00  
A Modern Marriage ... 1.75  
Ellivoll's Advanced Bridge ... 4.50  
A Lost Angel ... 1.75  
A Bounty Boy, by Frank T. Bullen ... 1.75  
Village Life in China ... 25.50  
Academy Pictures; 5 Parts Complete ... 2.50  
Mr. Crew's Career, by Winston Churchill ... 2.50  
Thousand and One Gems of Poetry ... \$2.75  
Card and Table Games ... 2.75  
Ballantyne's Coral Island ... 40  
AYRES' and SLAZENGER'S, TENNIS  
BALLS; New Stock.  
HOCKEY STICKS, TENNIS RACKETS,  
CRICKET BATS, CROQUET SETS;  
Games of All Kinds.  
ARDATH TOBACCO.  
STATE EXPRESS and QUO VADIS  
CIGARETTES.

## GENUINE EAU DE COLOGNE

DISTILLED BY  
**JOHN MARIA FARINA (54).**  
A MOST DELICATE AND COOLING PERFUME FOR USE IN THE  
HOT WEATHER. DELIGHTFUL IN THE BATH.  
QUART SIZE \$4.00 PINT SIZE \$2.50  
WICKERED BOTTLES.  
SOLE AGENTS:  
**LANE, CRAWFORD & CO.**

## "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A" Book for the Globetrotter, by Capt. O. V. LLOYD, with Maps and Illus. \$1.95
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe ... 8.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebra- tion in 1891 ... 1.00	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1854 to 1913 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1906 ... 2.00
TEMPORARY MINING REGULA- TIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1906 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	CALLED OUT, or the Cheng Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halcombe ... 2.00
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually ... 4.00	SKETCH OF THE WEST RIVER ... 0.25
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lafayette Battery Column ... 1.00	PLAN OF VICTORIA ... 1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " KOWLOON ... 0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... 0.25	" " PEAK ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1908 ... 0.80 & 0.20

## FOR BATHING PARTIES.

BLACKBERRY BRANDY,  
CHERRY WHISKY,  
CHERRY BRANDY,  
CHERRY GIN,  
ORANGE GIN,  
PEPPERMINT.

TELEPHONE No. 75. **CALDERICK, MACGREGOR & CO.,**

Hongkong, 3rd July, 1908. Wine & Spirit Merchants.

**PRIVATE BOARD AND RESIDENCE**  
**MRS. GILLANDERS**  
"CLAREMONT"  
3 & 4 KENNEDY ROAD  
Hongkong, 9th February, 1907.

**DR. M. H. CHAUN.**  
THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907.

**DAVID CORSAE & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
On Sale at—  
Hongkong: "Daily Press" Office,  
Messrs. KELLY & WALSH,  
Messrs. W. BARNES & CO.,  
Canton: Messrs. A. B. WATSON & CO.  
Hongkong, 4th October, 1909.

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each floor.  
Electric Lighting and Fans  
Telephones on every floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms  
Ladies' Clock Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hotel at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1905.

### "KINGSLORE" PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 184.  
Telegraphic Address: "SACHSOLA"  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, Mrs. G. SACHSE.

### "BRAESIDE" PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Bedrooms, every home comfort.  
Fine View of the Harbour; Reduced Terms  
for the Summer Months. Telephone No. 690.  
Apply to—  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907.

### THE GRAND HOTEL

DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUEURS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALE } Proprietaires  
M. MAILLE }

### MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES  
PER DAY \$4 to \$7 according to Room selected  
"Week \$25 to \$40 do. do. do."  
"Month \$90 to \$150 do. do. do."  
WEEK-ENDS—Saturday afternoon to Monday  
morning—\$7 to \$10.  
Two persons occupying one room, will be  
charged a rate and a half only.  
Children under 12—half rates.

SPECIAL TERMS FOR FAMILIES.  
Excellent Cooking by Ah Cheong, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
WM. FARMER,  
Proprietor.

### "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
Scenery of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (ss. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA"  
For Terms, apply to—  
THE MANAGER.

### 報新外中港香

**CHUNG NGOI SAN PO**  
(Chinese Daily Press)  
PUBLISHED DAILY  
Is the oldest and still immeasurably the best  
Advertising medium among the  
Native Community.  
Established for over FIFTY YEARS.  
Circulates largely throughout Southern China  
Indo-China, etc.  
Terms for Advertising (Translation free) can  
be obtained at the Office, 10A, Des Vœux Road  
Central, Hongkong; 131, Fleet Street, London  
or from the different Agents.  
Documents translated from or into Classical  
or Colloquial Chinese.



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

WINE &amp; SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARET

	per case,	per case,
	1 doz. qts. 2 doz. pte.	
St. ESTEPHE ...	8.00	9.00
St. JULIEN ...	10.00	11.00
LA ROSE ...	13.00	14.00
CHATEAU HAUT BRION		
LARIVET ...	19.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ ...	23.00	24.00
CHATEAU PONTET		
CANET ...	25.00	
CHATEAU LA TOUR		
GARNET ...	30.00	
CHATEAU RAUZAN		
CHATEAU LAFITE	50.00	

OUR CLARETS, INCLUDING THE  
LOWEST PRICES, ARE OF EXCEPTIONAL  
VALUE, AND GUARANTEED TO BE  
THE GENUINE PRODUCT OF THE JUICE OF  
THE GRAPES.

CLARETS FROM THE CELEBRATED  
CHATEAUX ABOVE MENTIONED ARE  
TOO WELL KNOWN TO CONNOISSEURS  
TO NEED COMMENT, AND WE CAN  
CONFIDENTLY RECOMMEND THEM AS  
MATURE AND IN FINE CONDITION.

A. S. WATSON & CO.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 28th July, 1908.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news of the  
should be addressed to The Editor.  
Correspondents must forward their names and ad-  
dress with communications addressed to the  
Editor, not for publication but as evidence of good  
faith.

All letters for publication should be written on  
one side of the paper only.

No anonymous signed communications that have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS.  
Codes: A.B.C. 6th Ed. Lieber.  
P.O. Box, 84. Telephone No. 12.

## DEATHS.

At Singapore, on the 23rd July, Miss ROSALIE  
(Rose), the eldest daughter of the late CARROLL  
McNair, aged 80 years.

At the General Hospital Singapore, HOWARD  
JOSPH, the dearly beloved son of Mr. A. J.  
McINTYRE.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 31st, 1908.

It does not seem from the "REUTERS"  
telegram published in our yesterday's issue  
that the Home Government has abandoned  
its decision to close the so-called opium  
"dens" in Hongkong before the Opium  
Farmer's present contract expires. Accord-  
ing to a statement made in the House of  
Commons by the Under Secretary of  
State for the Colonies, the EARL OF  
CREWES, has under his consideration the  
whole question of the opium traffic in  
Hongkong, including that of compensation,  
if any, to those interested. It is an obvious  
inference that when it decided early in May  
that "steps must be taken to close the  
opium dens in Hongkong," the Home  
Government had not troubled itself to  
inquire how the decision would affect  
the Colony. There can be no valid  
excuse for the failure to make this  
inquiry, for the archives of the Colonial  
Office doubtless contain complete infor-  
mation on the subject, and among the  
permanent officials of the Colonial Office  
there must be some one who possesses the  
necessary local knowledge. If not there are  
many old residents of the Colony now in  
London who might have been consulted  
with advantage on this, as we believe they  
occasionally are on other questions affecting  
the policy of the Government in the Far  
East. But evidently the Government had  
not the slightest desire to consider the  
Colony in the matter. They simply

"recognised that it is essential in dealing  
with the Opium question in Hongkong that  
we [i.e. the Imperial Government] must  
act up to the standard set by the Chinese  
Government."

The Government would seem to have  
taken their instructions—or received  
their impressions—in the matter solely  
from "The Christian Union for the  
severance of the connection of the  
British Empire with the Opium Traffic,"  
or some similar organisation. The body we  
have named tell the world in their publi-  
cations with all the pretentious force which  
red ink can give to the words that "what  
the Opium Policy of Great Britain has done  
to cause the physical and moral ruin of the  
Chinese and other peoples of the Far East  
is inconceivable." In the April issue of  
their publication named "National Right-  
eousness," there appeared a table of figures  
showing "the rapid increase in recent years  
in the revenue derived from the local con-  
sumption of opium in Hongkong." The  
figures—which were stated to have been  
taken from the official annual Blue Books  
of the Colony, and we do not doubt that  
they were—were as follows:—

YEAR.	1857.	1867.	1877.	1887.	1897.	1907.
...	...	...	...	...	...	...

It is doubtless intended to establish by this

table the belief that opium smoking in the  
last ten years has enormously increased in  
Hongkong, but not the most rabid objector  
to opium smoking will venture to affirm  
that. We have not at hand any record of  
the import of opium in 1857, but the  
Harbour Master, in his capacity as Superin-  
tendent of the Imports and Exports Office,  
included in his last report a table showing  
the opium imported into the Colony in the  
last twenty years. Reference to  
this table will show that in that period there  
has been a decline of something like 40% in  
the annual import of opium into Hongkong.

In 1858 the import was 71,513 chests; last  
year it was 40,842 chests. To be as fair  
in the matter as they profess to be the  
Anti-Opium advocates who represent Hong-  
kong as one of the blackest opium spots in  
East should give these statistics as well as  
the amount of revenue derived by the  
Colonial Government from the Opium  
Farm. Though in 1897 the Colony received  
only \$286,000 from the Opium Farm the  
import of opium into the Colony that year  
was 37,708 chests, while in 1906 when the  
revenue was nearly ten times as much, the  
import was not more than 47,568 chests—  
and that was an exceptionally large figure  
which had not been exceeded since 1892.  
Last year the import was only 40,842. The  
increase in the revenue is largely a question  
of competition for the monopoly, and it is  
simply mischievous and dishonest in the  
light of the import returns to suggest that  
the increase shown in Colonial revenue from  
opium represents an enormous increase in  
the consumption of the drug. In this in-  
crease in revenue *part passu* with a decline  
in the import the Anti-Opium advocates  
might indeed find cause for congratulation,  
for the bigger the price paid for the  
monopoly the higher must be the charge  
to the consumer, and the high price of the  
drug is likely to do more than anything else  
to wean the opium smoker of the practice.  
No one seriously believes that the sudden  
suppression of the opium drug will prevent  
people smoking opium, and though we can  
sympathise with the Government's desire  
not to seem by inaction to withhold from  
China any support which, as a friendly  
power, Great Britain can afford her in this  
matter, we do not recognise in the situation  
any demand for the extreme urgency with  
which the matter is being pressed by the  
Imperial Government on the Crown  
Colonies. Surely the desire "to act up to  
the standard set by the Chinese Govern-  
ment" would be sufficiently expressed in an  
intimation that after the expiration of the  
present lease of the farm (which has not  
long to run), public houses for the smoking  
of opium will no longer be permitted. The  
state of progress of the movement in China  
does not seem to require that the Colony  
should at once sacrifice a large part of its  
revenue and at the same time provide a big  
sum by way of compensation to the Opium  
Farmer.

Another blank plague return was issued  
yesterday.

The Hon. Mr. W. J. Gresson resumed his  
seat at the Legislative Council yesterday.

Mr. A. Fong, the well-known photographer of  
31 Queen's Road Central, has taken an excellent  
lot of photographs showing the effects of the  
typhoon.

General Sano, President of the Toyo Kisen  
Kabushiki, who is staying in New York, has  
arranged for a loan of \$1,000,000 (gold) from  
Mr. J. H. Schiff of the firm of Kahn, Loeb  
& Co. at six per cent. No special security is  
given.

A marriage has been arranged and will take  
place shortly in Hongkong between Charles  
Gordon, youngest son of the late Dr. John  
Mackie, Brechin, Forfarshire, Scotland, and  
Gertrude Irvine, fifth and youngest daughter  
of the late James Guthrie, Hope Park, Broughly  
Ferry, Forfarshire, Scotland.

The question of the appointing of a chief  
engineer in the French Consulate at Shanghai  
has created some dissension among the members  
of the French Council. Some of the members  
were in favour of getting a man out from  
France, while others wished to appoint an acting  
chief engineer, to be engaged locally. This  
finally resulted in the resignation of Mr.  
Berthoz, Chairman of the Council.

News was received in Shanghai last week  
from Hankow of the death there of Mr. H. E.  
McCann, who was at one time secretary of the  
Shanghai Stock Exchange. Mr. McCann had  
only recently gone to Hankow to take up a  
position in the Post Office there. Another  
telegram from Hankow announced the death of  
Mr. W. E. Blades, manager of Messrs. Weeks  
& Co. The cause of death in his case was given  
as cholera.

A Bank has been opened by the Board of  
Communications with a capital of £5,000,000  
having 10,000 shares @ £100 each, of which  
2,000,000 were subscribed by the Board and  
3,000,000 by the Public. As the floating of  
the capital has met with so enthusiastic a  
response from the Public and the sum of  
£10,000,000 has been fully subscribed, it is  
proposed to increase the capital to this amount,  
the Board taking 4,000,000 and the public  
subscribing 6,000,000.—Chinese Public Opinion.

A new regulation has just been issued by  
the Chinese Judiciary by which every member  
must now sign a pledge stating that he will  
refrain from the use of opium. "Chinese  
Public Opinion," from which we take this  
extract remarks:—It is essential that the  
Judiciary of any country should be above  
reproach, and undoubtedly this action taken by  
the legal officers of China is a public announce-  
ment of their intention to follow the high  
traditions which the profession has adopted in  
European lands. It also indicates the genuine  
peas of China's decision to suppress the opium  
habit and the determination of officials to  
support the Government in its campaign.

## FIRE IN DES VŒUX ROAD.

There was a big blaze in Des Vœux Road  
yesterday afternoon when a fire broke out in  
the Ip On oil and lamp shop, it is said, through  
the carelessness of a customer who called to  
purchase some oil. At the time of this customer's  
call a fork in the shop was repairing a  
lamp, into which he poured some gasoline.  
Then he left this to attend the caller, and while  
he was getting him the supply of oil ordered,  
the visitor is stated to have accidentally dropped  
a lighted match into the lamp. Immediately  
the oil flared up, and the flames, catching on to  
the surrounding material, quickly spread to that  
part of the shop in which the gasoline was  
stored. This burned so fiercely that the  
fireman, although on the scene in  
remarkably quick time, were powerless to  
cope with the conflagration until the oil had  
burned itself out. It was at about 1.40 p.m.  
that the fire got a firm hold and within twenty  
minutes from that time the shop on the ground  
floor, the store-room above it, and the two floors  
above that were gutted. The residents of the  
two upper floors fortunately made their escape  
through the trap door on the top floor, but at  
one time it was feared that many would be  
burned to death. The fire ladder was run up,  
and a fireman attempted the second, but so  
dense was the smoke and so fierce the flames  
which caught on to the top of the ladder, that  
he had to desist. According to the statement of  
the master of the shop, he carried a stock which  
he valued at \$10,000. Insurances had been  
effected to the extent of \$10,000 with the  
Nippon and Meiji Insurance Companies.

## THE CHIEF JUSTICE ROBBED.

The Chief Justice (Sir Francis Pigott) has  
lost several articles of jewellery from his residence  
at The Elysée, The Peak, and the circumstances  
suggest theft, probably by one or other of the  
servants. His Lordship reports to the police  
that between the 27th and 28th inst. there has  
been taken from a leather pocket book along  
with several other articles, a gold scarf pin set  
with four pearls, and a gold safety pin.

## WEATHER REPORT.

On the 30th at 12.30 p.m.—The barometer  
has fallen markedly over S. China, Formosa  
and Luzon.

The depression appears to be situated over  
the Pacific to the E. of Luzon and to be  
moving towards N.W. The observations from  
the Loochoos are, however, lacking this  
morning.

The barometer has risen in N. China the  
continent depression having moved eastwards  
towards the N. part of the Sea of Japan.

Moderate E. to N.E. winds may be expected  
in the Taiwan Channel and over the N.E. part  
of the China Sea.

Telegraphic communication between the  
Observatory and Hongkong is interrupted.  
Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:—

Hongkong & Neighbourhood. { Variable winds,  
light breeze, light rain, E to N.E. winds,  
moderate.

Formosa Channel ... Same as No. 1.

South coast of China between ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE OLD AGE PENSIONS BILL.

London, July 29th.

An amendment to the Old Age  
Pensions Bill has been carried in the  
House of Lords limiting the operation  
of the Bill to a period of seven years.

[REUTERS SERVICE.]

## THE FOREIGN OFFICE VOTE.

London, July 28th.

In the House of Commons, Sir Edward  
Grey, in the debate on the Foreign Office  
said that he welcomed the Turkish constitu-  
tion, and if the Turks were going to improve  
the whole government it was better that the  
Macedonian question should be settled thus  
than by the pressing of partial reforms on  
unwilling authorities. Great Britain, while  
not relaxing her watchfulness or desire for  
improvement in Macedonia, would for the  
present preserve a sympathetic and expectant  
attitude.

He deplored the misrepresentations of  
British policy as aimed at the isolation of  
Germany, and alluded to former constant  
friction with France and Russia, involving  
the danger of a breach of the peace, which  
our agreements with those countries had  
now removed. He declared that there was no  
more reason to suppose that our agreements  
were aimed at Germany than that the Triple  
alliance was aimed at us.

## THE BALKANS.

London, July 28th.

The feature of the rejoicings at Constan-  
tinople is the outbreak of a strong pro-  
British feeling, due to the belief that the  
change in the regime is largely the outcome  
of British institutions.

## FRANCE AND RUSSIA.

London, July 28th.

There have been prolonged conferences  
between President Fallières, the Tsar, and  
the Foreign Ministers.

AMERICAN MISGIVING REGARD-  
ING JAPAN.

BISHOP ANDREWS'S VIEWS.

Bishop Andrey of Tokyo, has written another  
letter to the London Times expressing his  
views as a resident in Japan on the com-  
ments made on Japan's foreign policy.  
A lengthy summary has been telegraphed  
to the Philippines press, which the Japan  
Chronicle translates as follows:—He says that  
in the immigration question with America  
Japan is only demanding equal treatment with  
other countries, and naturally objects to dis-  
crimination against her. Japan has not the  
slightest aggressive designs on Australia.  
Repeatedly wars have been made in the Far East  
on the excuse of advancing civilisation, and yet  
the development of Australia is opposed by the  
cry "Australia for the Australians." Again,  
the misgiving which prevails in America  
regarding the Philippines originates in the  
feeling that it is unconstitutional for the United  
States to hold a foreign colony. In Japan not  
even in the heat of controversy is it ever  
suggested that the Philippines should be  
seized. If for nothing else, the financial position  
of Japan absolutely forbids such an undertaking,  
and the Japanese are perfectly satisfied that  
the islands are held by America. Should  
America abandon the Philippines, and the  
islands fall into the hands of a country which  
may disturb the peace of the Pacific, Japan may  
possibly think of annexing the islands, but at  
present there is no sign of any such attempt.  
The criticisms of Japanese now prevalent are  
unjustly injuring Japan. If the exclusion of  
Asians is advanced as a test, Asia may be  
driven to reply in their turn that Asia belongs  
to the Asiatics.

## THE CANTON-HANKOW RAILWAY.

The following Edict is published in a Peking  
paper:—H. E. Chen Kai Tai, Governor of  
Kiangsu, memorialised the Throne on July 19th  
to the effect that it is urgently requested that  
a high official, well versed in railway matters,  
should be appointed to the control of the  
Canton-Hankow railway. H. E. Chang Chih  
Tung is hereby appointed to this post.

Whereas the construction of the line has been  
in hand for many years and is not yet completed,  
the Board of Communications is hereby com-  
manded to order the Viceroy of the Liang  
Kiang and Liang Kwang to notify the country  
and merchants not to make further trouble over  
the building of the line, but to make every  
effort to quickly complete its construction.

## CHINA AND FOREIGN LOANS.

A CORRECTION AND A RE-AFFIRMATION.

The Peking and Tientsin Times in its issue  
of the 29th inst. writes as follows:—"The  
recent report in 'Chinese Public Opinion'  
that the Board of Posts and Communi-  
cations had obtained permission from the  
Throne to negotiate a foreign loan for the  
redemption of the Lu-han Railway is false."  
"The Board has only obtained permission to  
borrow the sum of £1,000,000 from the  
Hongkong and Shanghai Banking Corporation  
at 7 per cent for the re-organisation of the  
Chinese telegraph service after H. E. Chen Pi  
has secured full control of it."  
"Our contemporary is at fault, as permission  
has been given to float foreign loans for both  
purposes.—Chinese Public Opinion."

## THE TYPHOON.

The typhoon is still the one great topic of  
conversation, and with the evidences of the  
terrible destruction still in view it is not  
surprising that this should be so. There was  
little information to hand yesterday, except  
from the outlying districts, but the reports  
that came in indicate that our estimate of  
a death-roll of 1,000 is not likely to be beyond  
the mark. This includes a larger number  
of Europeans than was at first thought,  
the loss of the "Yingking" accounting for at  
least four. There seems little doubt now that  
Captain Page was not among the survivors, and  
besides Mr. Newman, whose body was brought  
to Mongkok on Wednesday, two passengers  
were drowned. One of these is apparently Mr.  
E. Paris, who was in charge of the Standard  
Oil Company's installation at Canton. The  
work of salvage in the harbour is proceeding.  
His Excellency the Governor made a sym-  
pathetic reference to the disaster at yesterday's  
meeting of the Legislative Council.

## MORE ABOUT THE "YING KING."

The police report from Ping Shan states  
that at 2 a.m. on the 28th a written message  
was received from Mr. Fotheringham, engineer  
on the s.s. "Ying King" asking for assistance.  
Sergeant Baker and a party of police went to  
Castle Peak farm and found Mr. Fotheringham,  
one Indian watchman, and 30 Chinese,  
passengers and crew. These were apparently  
all the survivors of the "Ying King." The  
steamer capsized near Castle Peak and  
Captain Page and two European passengers  
from Canton, names unknown, but sup-  
posed to be connected with the Imperial  
Maritime Customs, and about 120 passengers,  
and 35 to 40 of the crew were reported as  
missing. Mr. Fotheringham was supplied with  
clothing, and Mr. Tso Pui Chik, assistant  
manager at Castle Peak Farm, ministered  
to the necessities of the shipwrecked people.  
The beach is being searched for bodies.  
The Tang Wa Hospital launch has recovered  
about 300 bodies.

As no information has come to hand con-  
cerning Captain Page of the s.s. "Yingking",  
the worst is feared. The report of his being  
safe at Santa is probably due to a misapprehen-  
sion. Mr. Fotheringham, the chief engineer,  
who was picked up there no doubt being  
mistaken for the captain.

THE FERRY RE-FLOATED.

The "Star" Ferry Company's "Morning  
Star" was floated yesterday morning, and  
has been shipped for repairs.

We learn that the east wing at King's College,  
the portion affected by the disaster, is quite safe,  
and that the damage to the property is not so  
great as was anticipated.

Mr. Hunt, we are informed, is progressing  
favourably.

## THE SHIPPING.

H.M.S. "Whiting" is still on the rocks.

The Portuguese steamer "Hoi Ching" was  
rotten off by the "David Gillies."

The P. and O. launch "Jeanette" is still  
under water.

It is expected that the "Poochong" will  
be floated to-day.

The "Sohuyk" did not require docking and  
has left for Manila.

## NEWS FROM THE DISTRICTS.

Kowloon City.—Three bodies recovered from  
the harbour. Five junks wrecked.

Cape d'Agulhas.—Five bodies found.

Yau-mat.—Twelve dead bodies recovered  
from the fallen houses. Forty bodies in all.

Chung Shan.—Three junks wrecked, 24  
missing.

Pi Shan.—Damage to police station build-  
ing and wreck of "Ying King" reported under  
another heading.

Shatin.—Police Station damaged. Indian  
constables are living in the cells. Great hard-  
ships, no cooking places.

Ping Chan.—Tents blown down.

Tai O.—Five junks wrecked and three of the  
crew drowned.

Tai-po.—Nine junks, employed by railway,  
wrecked; and one fishing junk. P. W. D.  
manned destroyed.

Sau Tin.—Seventeen houses collapsed. No  
lives lost.

Au Tau.—Very little damage. Several  
houses collapsed.

Shau Kok.—Cargo boat wrecked and two  
persons drowned.

Aberdeen.—Three junks, in addition to the  
number already reported, wrecked while at  
anchor in the harbour. Two of the crew  
missing.

## ANTHER TYPHOON SIGNALLED.

The following telegram was received at the  
American Consulate General last night at 9.20  
p.m.:—"Cyclone or typhoon East of Luzon, less  
than 300 miles distant, moving N.W. or N.N.W.  
W. Cyclone or typhoon over N.E. China Sea,  
direction unknown."

## THE TYPHOON AT CANTON.

Our correspondent writes that the City has  
suffered heavily.

The damage done both by the wind and rain  
is heavy and unprecedented. Over two hundred  
houses have collapsed, in some cases with loss of  
life. The telephone, electric lighting and  
telegraph lines are down in every street and  
the regular service will take a few days to  
restore. The Electric Light Company with  
considerable energy have been able to make  
temporary repairs, and Shamoon, in spite of the  
heavy damage done, was lighted by electricity  
at about 9.30 p.m. on Wednesday night.

It is dangerous to move about the city just  
now as walls that have been damaged are com-  
ing down now and then with a crash.

A pawnshop collapsed causing much damage.  
It is said that over 200,000 valuables were  
stored in it.

The Government launches did good work in  
the early part of the storm rescuing boats that  
had got adrift and saving lives.

The Government sent soldiers to give what  
assistance they could, and the Charitable In-  
stitutions distributed free rations of congee and  
biscuits to the homeless boat people.

Mr. and Mrs. Christensen, of the Canton-  
Kowloon Railway, who were on their houseboat  
in a creek near the Shu-Ho, had a thrilling  
experience and a narrow escape; their houseboat  
was submerged and they remained in the water  
for nearly two hours before they were rescued.  
Mrs. Christensen had several very bad bruises  
on her face. Great sympathy is felt for Mr.  
and Mrs. Christensen, who lost everything they  
had on board.

The three damaged gunboats have taken  
their usual moorings and will no doubt proceed  
shortly to Hongkong for repairs.  
The s.s. "Kiang Tung" which was reported  
to be lost, has arrived from Macao.

Another correspondent writes:—"Shortly  
after the occurrence of the great flood which  
wrought such immense destruction in Kwang-  
tung, it was reported that the Imperial As-  
trotologist at Peking had predicted that Canton  
would be visited by a terrible catastrophe  
during the 7th and 8th moons of this year and  
that a great many people would perish. The  
more superstitiously inclined thoroughly be-  
lieved in the prediction and had copies of it  
printed and circulated as an 'Express.' Those  
who read the prediction with a contemptuous  
smile, a few disposed to believe that the Im-  
perial Astrotologist is a wise man after all. The  
natives here say that Canton has not had such  
a terrible visitation as this for thirty years or  
more."

## SUPREME COURT.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING  
JUDGE IN CHIEF).

CLAIM FOR WASHING SODA.

Li Yan Song, trading under the style of the  
Kwang On Co., sued Sam Wo and Co., for the  
return of three cases of soda powder which  
were, about the 19th June last, wrongfully  
removed from the godowns of plaintiffs at  
Mongkok and placed and detained in defendants'  
godowns. They also claimed \$100 damages  
for detention.

Mr. R. D. Atkinson (of Messrs. Deacon,  
Locker and Deacon) appeared for plaintiffs, and  
Mr. P. Sydenham Dixon for the defendants.

Mr. Atkinson informed the Court that plain-  
tiffs were manufacturers of washing soda, and  
defendants also manufactured washing soda and  
soda. On June 19th plaintiffs' godown keeper  
came to Hongkong from Mongkok after  
having looked his godown. After his departure  
a man approached some coolies at the godown  
and requested them to remove three barrels of  
soda powder to defendants' godown. On the  
following morning the occurrence was  
reported to plaintiffs' godown keeper who  
informed the Court. The police endeavoured  
to ascertain the name of the man who  
ordered the removal of the soda, but had been  
unable to do so. The three barrels of soda,  
however, were taken possession of by the police,  
but were released on the application of Mr.  
Dixon. They were re-arrested, however, on the  
application of the speaker. The person who  
removed this soda should be presented to a  
conviction in the Police Court, but the gwal-  
man had vanished.

Evidence was called, and the case adjourned.

## CANTON.

[FROM OUR CORRESPONDENT.]

LIXIN DUTY.

In the Viceroy's semi-annual report to the  
Throne, regarding all linen duties collected in  
the Kwang Tung Province, he states that the  
total amount of linen collected during that  
period on goods imported and exported was  
795,715 taels, besides a sum of 98,769 taels duty  
collected on salt. The previous report showed  
a total of 259,349 taels in hand; this amount  
together with the two items mentioned above  
gives a total of 1,093,833 taels. After deducting  
various sums of money amounting to 661,234  
taels, which were remitted to Peking from time  
to time, there remains a balance of 432



## HONGKONG LEGISLATIVE COUNCIL

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

**PRESENT.**—  
His Excellency the Governor, Sir Frederick John Duxbury, K.C.M.G., C.B., D.S.O., Major General Broadwood (General Officer Commanding), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Mr. W. R. Davis, K.C., (Attorney-General), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Irvine (Registrar-General), Hon. Commander Basil R. H. Taylor, R.N. (Harbour Master), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wai Yui, C.M.G., Hon. Mr. Robert Stewart, Hon. Mr. H. A. W. Blair, Hon. Mr. W. J. Gresson, Mr. C. Clementi (Clerk of Councils).

**MINUTES.**—The minutes of the previous meeting were read, and confirmed.

**FINANCIAL MINUTES.**—The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial minutes Nos. 39 and 41 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

**FINANCIAL.**

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 13), and moved its adoption.

The Colonial Treasurer seconded.

Hon. Mr. Blair—Before this motion is put I should like to ask for information on one point. It is with reference to the vote of \$126,500 for the typhoon refuge for small craft. That, I understand, includes the cost of the dredger "St. Enoch," \$125,000. I was not here at the last meeting, and did not hear the explanations given in Finance Committee, but since my return to the Colony I have seen a statement in a prominent position in one of the morning papers in which it is stated that the purchase of the "St. Enoch" for \$125,000 has cost the taxpayers \$100,000 more than it might have done. I presume that means that the Government might have bought the dredger "Canton River" at a cost of \$25,000, which is the difference between the two amounts. I can hardly see how that is possible, because I happen to know myself about the cost of the "Canton River" to the present owners, and I cannot conceive that they would be willing to part with the vessel at such a price. But the statement was given a very prominent position, and I think, Sir, that an explanation is due to this Council before the report on the Finance Committee is adopted, as to how this statement could have been made. There are other points which are raised in that particular article with reference to the comparison and capabilities of the two dredgers. I am not an expert myself, and cannot comment on that, but I presume that the Government must have thoroughly well satisfied themselves that the dredger which they were buying was in every way fitted for the purposes to which it is being put.

**THE DIRECTOR OF PUBLIC WORKS.**—Sir, I welcome the opportunity which has been given me to contradict the gross misstatements which appeared in the article to which my hon. friend has alluded. The "Canton River," as it happens, was bought by the same firm from whom the Government purchased the "Saint Enoch." It was brought here in 1899, having been acquired as a second hand vessel from one of the house ports to perform the work which ultimately devolved upon the "Saint Enoch." The firm in question paid some \$26,000 to execute certain repairs and works to the vessel before she was sent to the East, and I think that in itself is a guarantee that she was not in the best condition when they purchased her. I am unable to give the relative dates of construction of these two vessels, but I don't think that any one could come to the conclusion that one is a more up-to-date vessel than the other. The "Canton River" was sunk in the typhoon of November, 1900, and she lay for eight months at the bottom of this harbour, a circumstance scarcely calculated to improve the condition of any vessel of that type. With regard to the question of price, Sir, I hope I am not revealing any secrets but I have ascertained that at the present moment the "Canton River" is offered for sale at \$22,000 as compared with \$15,000 the amount for which the Government acquired the "Saint Enoch." That, Sir, is practically 50 per cent more instead of \$100,000 less. In regard to efficiency, Sir, it so happens that the vessels have conducted operations of an exactly similar kind in this harbour, and the result is that the "Saint Enoch" is found to perform three and a half trips during which she conveys 700 tons each time as compared with the "Canton River's" three trips with 400 tons each time; a total of 2,100 tons for the "Saint Enoch" as against 1,200 for the "Canton River." I think, Sir, it is almost unnecessary for me to dilate further on the relative merits of the two vessels, but some reference was made to their ability to dredge Canoway Bay. As regards that point, I may say that the "Saint Enoch" draws 13 ft. 6 in. when loaded and I believe the "Canton River" draws a foot less, so that in no case is either of the vessels capable of dredging Canoway Bay without performing a vast amount of absolutely unnecessary work. Against that I may say that for dredging the harbour, which is really the most likely work for which the dredger would be required, the "Saint Enoch" is capable of dredging a depth of 48 feet as compared with the "Canton River's" 35 feet.

## THE GOVERNOR ON THE TYPHOON.

His Excellency—Before we proceed to the business of the day, I think it would be fitting if I say two or three words regarding the terrible disaster which befell this Colony on the night of the 27th. I am told that the force of the wind in this last typhoon was very much greater than that in what is generally known as the great typhoon of September, 1906. But I am glad to say that so far as we are aware—with the one terrible exception of the loss of the "Yingking"—a vessel which is said to have had on board from 270 to 300 persons of whom only about 50 were saved—I believe the loss of life on this occasion in the harbour was much less than formerly, and I hope that when all the reports are received we shall find it is comparatively small. But while the loss of life has not been so bad, we still have to deplore an enormous loss of property by sea. A very large number of junks and other vessels were driven ashore, wrecked or sunk, and in consequence the livelihood of a large number of Chinese has been taken from them. The loss on shore is, I am told, very much greater than it was in September, 1906. I cannot now give the Council any accurate details, therefore I will not attempt to give any details at all, because reports are still coming in and we don't know exactly what damage has been done. We know there is a very considerable loss of life on shore through the falling of Chinese houses in various quarters, but I hope that when we have the full reports we shall find that any anticipation of great loss of life will not be verified. It is a terrible thing, gentlemen, to think of the numbers of people who are homeless and houseless, and of the numbers who have been killed. On most of these occasions, and I think prominently on this occasion, there is one relieving feature. We hear on all sides of the gallant way in which all the community rose to the occasion and rendered help to those who needed it. The police in Hongkong have nobly maintained the reputation of which they are the proud possessors, for gallantry in such circumstances, and for devotion to duty. We heard too of the gallant rescue by one of the boats of the Royal Navy, and there are many, almost countless instances, of individual gallantry by members of this community, of all ranks and grades of Society. I have received two telegrams so far. One from my predecessor, Sir Matthew Nathan, conveying his regret at the terrible news, which has been published in the local papers; and another I received this morning from Admiral Lambton in the same sense. I have not received, so far, any telegram from the Secretary of State, because I telegraphed myself somewhat late, and only when I could send something like reliable news of what had happened. In all probability I will get a reply telegram before the day closes. We have had reasons to discuss very frequently of late losses to Government property, and the present losses, I anticipate, will reach somewhere about \$100,000; and that will be a considerable blow in the present state of our finances. My predecessor, when speaking in this Council room immediately after the typhoon of 1906, spoke of the set back the Colony then received, and he expressed confidence that it would be met in an undaunted spirit. We have, on this occasion, more material losses to regret than there were on that occasion, but I have no less confidence than he had that whatever necessity may arise for meeting these difficulties, we shall face it without fail. I do not anticipate that it will be necessary to raise any fund for the relief of distress, as we have a balance in hand from the last event, but at the same time I cannot speak absolutely in this matter, because, as I said, I have not yet got reports in from the various districts. I am in hopes that through the greater part of the new Territory the paddy crops have already been harvested, and that that great loss will at any rate, be avoided.

**Hon. Commander Taylor.**—Your Excellency, if I might be permitted to say a few words, I would mention that since I sent in my report of damage done in the harbour, I find there is one inaccuracy in it. That is, that No. 3 police launch which was reported lost at Mira Bay, is perfectly safe. When I put in the report yesterday I had not received any news regarding the lighthouse, but now I find that no damage whatever has been done to any lighthouse in the Colony (applause).

**THE COLONIAL STATUTES ORDINANCE.**

The Attorney-General—As regards the first order of the day, the second reading of the Bill entitled an Ordinance to amend the Evidence (Colonial Statutes) Ordinance 1903, I ask the permission of the Council to withdraw that order. I find, Sir, it would be necessary to make the ordinance amenable to the Imperial act bearing on this subject. That being so, it means the reworking of the Ordinance, and I ask that the order be discharged.

Agreed to.

**WIDOWS' AND ORPHANS' PENSION FUND.**

The Attorney-General moved that the Council go into Committee on the Bill entitled an Ordinance to provide for the Transfer to the Government of Hongkong of the Widows' and Orphans' Pension Fund and of the Management and Control of the Pension of Widows and Orphans and to consolidate the laws in relation thereto.

The Colonial Secretary seconded, and the motion was agreed to.

Hon. Mr. Stewart said that it did not seem equitable that officers on half pay should pay 4 per cent to the fund on their full salaries.

The Colonial Secretary replied that the point had been raised before. People seemed to think that pensions grew out of the ground. Pension tables were calculated on the assumption that the contributors paid 4 per cent to the fund throughout the year whether they were on full or half salaries. To adopt the amendment suggested by the hon. member, it would be necessary to recast the whole pension tables. They would either have to reduce the pension or

increase the contribution, otherwise an extra burden would be imposed on the taxpayers now that the fund has been taken over by the Government. He had no doubt contributors would be delighted to have that amendment carried, but in the interests of taxpayers, for whom he was speaking he could not advise it. Hon. Mr. Stewart withdrew his amendment.

The Harbour Master pointed out that a bachelor received back half of his contributions and he did not see why a widower should not benefit in like manner.

The Colonial Secretary explained that a bachelor imposed no risk on the fund and therefore he received back half of his contributions, but if he married he imposed a risk on the fund. He might predecease his wife, and responsibility would devolve thereby on the fund.

The Harbour Master said the contributor before his marriage should get every advantage a bachelor received.

The Colonial Treasurer pointed out that the man who had contributed to the fund for seven or eight years before he married received nearly double the pension of a married man who joined the service at the same date, so that his bachelor contributions did benefit him.

The Colonial Secretary said this was another factor which had to be considered in calculating the pension tables, and if they pulled out one brick they would bring the whole fabric down about their ears. Instead of the taxpayers paying 4 per cent they would be called upon to pay 6 or 8 per cent, and they must have regard to the taxpayer.

His Excellency—You cannot call in question the principle on which the Ordinance is based, and I don't think, the Bill having passed its second reading, you can dispute the manner in which the tables are drawn up.

The point was not pressed further.

The Registrar-General submitted on clause 14 there should be an appeal from the decision of the directors where they deprived a party of the privileges due under the funds.

The Colonial Secretary admitted that the law was drastic, but pointed out that a man might ruin the fund by a false declaration as to the age of his wife.

Hon. Mr. Stewart suggested that the words "subject to the approval of the Governor" be added.

This was agreed to.

On clause 15, Hon. Mr. Stewart took exception to section 2 which provided that no widow of an officer who died within a year from the date of his marriage shall be entitled to a pension under this ordinance, unless a child is born of such marriage.

The Colonial Secretary justified the clause by saying that it was conceivable that a lady marrying a man might make away with him to enjoy the pension (laughter).

The Attorney-General—A very ingenious construction.

The Colonial Secretary—It is all very well for you to laugh at it. When I was at sea I had a lady under my charge for doing away with her husband.

Hon. Mr. Stewart—I can hardly imagine a public officer would be "taken in" in any department of life.

Ultimately the clause was reconstructed and passed.

The Bill passed through Committee.

The Colonial Secretary—The alterations to this Bill are purely verbal and with the consent of hon. members I move it be read a third time.

The Attorney-General seconded.

On the question being put, Hon. Mr. Stewart was the only dissentient.

The Colonial Secretary—Do you object to the third reading or to it being read now?

Hon. Mr. Stewart—Perhaps I had better explain. Some misunderstanding of the unofficial attitude towards this legislation seems to have arisen out of the circumstance that opposition was not pressed to a division upon the resolution in favour of the second reading. This was described in a local newspaper as having been carried unanimously, whereas there was at least three audible "noes" when the question was put. If I had foreseen the possibility of such a misunderstanding I should certainly have asked for a division, because I was not convinced by the arguments employed in defence of the action of the Home Authorities. I failed also to realize the adequacy of the reasons given by the Local Government for declining to consider the advisability of postponing legislation until after the promised valuation, which will cost as much, and be just as illuminating, whenever made. I do not propose to bring up those points again in discussion, but as I endeavoured to make clear in my speech on the second reading I object to the action of the Secretary of State in issuing categorical instructions to your Excellency to pass this measure when the information was before him that the large majority of the contributors were opposed to the proposal and also that the unofficial members have supported that opposition. The fact that the majority of contributors have since then changed their opinions does not remove objection to the arbitrary nature of those instructions. It is still reasonable to suppose that the idea of the officials of this Colony being treated to a disciplinary measure in a matter of this kind, and also to the idea of this Council being used as medium for the enforcement of such a measure, so by way of recording a protest against this contemplated coercive settlement of a highly controversial and technical question, and further in order to make plain the fact that the Council is not unanimous, even now, in supporting the Bill, I intend to vote against the third reading.

His Excellency—I understand the hon. member does not object to the third reading being taken to-day?

Hon. Mr. Stewart—Certainly not. I merely want to record my protest.

His Excellency, on putting the question declared "the ayes have it."

The Attorney-General—Unless the hon. member challenges a division the Bill passes unanimously.

Hon. Mr. Stewart challenged a division. He was the only dissentient and the third reading was carried.

His Excellency—The Council is adjourned until next Thursday.

**FINANCE COMMITTEE.**

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following votes were passed:—

**TAIPO STAFF QUARTERS.**

The Governor recommended the Council to vote a sum of two thousand dollars (\$2,000) in aid of the vote, Public Works Extraordinary, Staff Quarters, Tai Po.

**PERSONAL EMOLUMENTS.**

The Governor recommended the Council to vote a sum of four thousand one hundred and fifteen dollars and forty-six cents (\$4,115.46) in aid of the vote, Public Works Extraordinary, Personal Emoluments, for the following items:—

For 6 months from 1st July to 31st December 1907.

1 Drainage Surveyor, \$1,550.00

Do. Exchange Commissioner, 1,050.00

1 Foreman, Exchange Commissioner, 420.00

1 Clerk, Exchange Commissioner, 375.46

1 Clerk, Exchange Commissioner, 270.00

1 Clerk and Draughtsman, 24.00

2 Foremen, 18.00

Total, \$4,115.46

**THE VOLUNTEER CONCERT.**

The following is a copy of the programme of the Hongkong Volunteer Concert which takes place on the Parade Ground to-morrow evening:—

**PART I.**

March "The Gladiator"..... Souza

(Band of the Middlesex Regiment.)

Song..... "When Songs have passed away," M. Valerie White

(Mr. F. Berkeley Ayres)

Song..... "A May Morning"..... L. Donza

(Mr. Philip W. Goldring)

Song..... "Dawn"..... Somerset

(Captain P. H. Mitchell Taylor, A.D.C.)

Song..... (Lieut. R. M. Cross, R.G.A.)

Selection..... "Haddon Hall"..... Sullivan

(Band of the Middlesex Regiment)

Interval..... "During which the Pipes of the H.K.S.B. will perform."

**PART II.**

Selection..... "Miss Hook of Holland"..... Rubens

(Band of the Middlesex Regiment)

Song..... "The Trumpeter"..... J. Airlie Dix

(Surg. Captain C. Forsyth, H.K.V.C.)

Song..... "Selected".....

(Mr. Philip W. Goldring)

Song..... "When thy Blue Eyes"..... Lennon

(Captain P. H. Mitchell Taylor, A.D.C.)

Song..... (Lieut. R. M. Cross, R.G.A.)

Two Steps..... "Mumble Moss"..... Thurban

(Band of the Middlesex Regiment.)

God save the King.

**SHANGHAI TRADE.**

Messrs. Hbert and Co.'s Piece Goods Market Report is as follows:—

The market still continues quiet, but reports of the crops from the surrounding country and the Yangtze valley generally are favourable, and with the present spell of hot weather, much of the damage supposed to have been done by the late rains is disappearing. Dealers anticipate a revival as soon as confidence in the probability of a good harvest is restored; many of them think that orders are being held back, which will be placed before long; it is to be hoped that this more sanguine view is well founded and that a further reduction in stock may take place.

The Chamber of Commerce stocks for 31st June have been published and in many cases prove to be appreciably over the estimate based on the December returns; until all the figures relating to the end of the half year are published by the Customs, it is difficult to account for the differences, but doubtless the latest returns are the safest basis to go upon.

The general impression now is that the return as a whole is, that while they indicate a welcome expansion of the figures of a year ago, they are still necessarily large. For many years the Shanghai trade has become accustomed to look upon heavy stocks as more or less normal, but it is obvious that if the trade as a whole carries stock which is equivalent to the total consumption for an extended period, the loss of interest must neutralize much of the profits made on goods which are quickly turned over. In a goods which are quickly turned over, in others to 12 months' consumption, and in one or two cases to nearly 2 years' consumption. When demand is strong for some special commodity, the fact that there are heavy stocks of other goods, which are included under the same heading in these returns, is of course no reason why the speciality in question should not be supplied, but the lesson which recent experience ought to impress deeply upon the trade generally is that buying has been allowed to run on until this is realized in the past, and the operations are regulated in the light of this experience, no permanent improvement need be expected.

Another point which is true do not pile up large stocks; if stocks are heavy and prices unpredictable, they sell, but they do not repurchase like private sellers, they keep on selling on the same scale as if their hammer brought them in an annuity; the consequence is that when the market is overdone, it gets no chance of recovery, and an artificially forced trade is carried on.

The Committee of the piece goods guild has discussed the question of establishing a register of houses, regarding the names of the partners in each house, and the extent of their share. A trustworthy report on the proposed register has been forwarded to the Chinese Chamber of Commerce and it is to be hoped that the proposal will probably be carried out, in the interests of both Chinese and foreigners it is to be hoped that it will be approved of.

**OVERCAME THE DIFFICULTY.**

A notorious pickpocket was so impressed by what he heard at a service held by the Church Army that he felt he must do something to show he desired to lead a new life. He thought the best way to do this was to put something into the collection, but he had no money with him. A bright idea struck him; he picked the pocket of the man sitting next him, and was thus able to fulfil his wish to contribute to the good work.

The Following CLARETS are Selected Qualities from World renowned FORDWY

Houses whose Wines have been in this Market for the Past Fifteen Years.

The Fact that their Sale Increases from Year to Year Proves that their Quality is Appreciated and their Price Reasonable.

	Per Doz.	Qts.	Per Doz.	Pts.
COTES } Nice Lanchon Wines	\$5.50		\$3.25	
MEDOC }				
ST. EMILLEN, Good Dinner Wine	6.50		3.75	
ST. JULIEN, Superb Dinner Wine	8.00		4.50	
ST. ESTEPHE, Superior Fine Flavour	10.00		5.50	
COS. ST. MICHEL	12.50		6.75	
CHATEAU LAROSE, High Class Wine	13.00		7.00	

**H. PRICE & CO. LTD.**

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD, CENTRAL

Telephone No. 135.

Hongkong, 28th July, 1908.

**HONGKONG CANTON AND MACAO STEAMBOAT COMPANY.**

The report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held on Tuesday, the 11th August, is as follows:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges there remains (including \$16,437.01 brought forward from last account, the sum of \$153,905.84 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half-year of one dollar and twenty-five cents per share or \$100,000 be paid to shareholders, \$3,800 be written off book value of steamers, \$12,500 be transferred to depreciation and insurance fund, \$10,000 to special repairs fund, leaving a balance of \$17,755.84 to be carried forward to new account. Additional wharfage facilities being found necessary to cope with our Hongkong-Macao trade, the Company has acquired the valuable site and wharf situated at the junction of Wing Lok Street and Des Vaux Road.

The small steamer "Lung-shan" having been disposed of, the steamer "Tel-Sang," vessel very suitable for the Canton-Macao line, was purchased and is now working very satisfactorily on the route.

The regrettable loss of the Company's jointly owned steamer "Powan" occurred on the 8th June. The insurance claims have been forwarded and will be settled in due course.

The usual overhaul and repairs have been effected during the half-year and the steamers are all in good running order.

During the half-year the "Hongshan" a main deck has been sheathed with pine wood, a new rubber has been constructed for the "Kishan" and a new galvanised iron roof shed has been erected on the Wing Lok wharf. The cost of these items has been debited to the special repairs fund.

Messrs. A. Haug, A. Fuchs, and E. Goetz resigned their seats on leaving the Colony and Messrs. G. Friedland, C. Brodersen and W. Helms were nominated by the Directors to fill the vacancies subject to confirmation by the shareholders at the meeting.

In accordance with the Articles of Association Messrs. C. Thies and C. H. Ross retire from the Board by rotation, but being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O'D. Gordin and W. H. Potts, offer themselves for re-election.

**R. SHEWAN,** Chairman.

Hongkong, 22nd July, 1908.

**LIABILITIES.**

Amount of capital, 90,000 shares of \$15 each fully paid up..... 1,350,000.00

Amount at credit of depreciation fund..... 575,000.00

Amount at credit of equalization of dividend fund..... 250,000.00

Amount at credit of investment fund..... 61,768.58

Amount at credit of special repairs fund..... 7,653.69

Unclaimed dividends..... 3,948.80

Sundry creditors..... 35,117.81

Hongkong Shanghai Banking Corporation, Current Account..... 39,446.61

Bills payable..... 29,387.71

Amount at credit of profit and loss account..... 153,905.84

\$2,374,065.51

**ASSETS.**

Value of steamer "Hongshan"..... 1,068,225.48

"Tel-Sang" and "Kishan"..... 149,744.28

of lighters "Simples" and "Wolse"..... 8,000.00

of wharves, bulks and moorings..... 120,446.77

of properties at Canton, Hongkong and Wharves and stores..... 1,000.00

of share in public companies..... 577,470.00

of Chinese bonds..... 381,000.00

Loans on mortgage..... 848.89

Interest accrued..... 23,198.44

Sundry debtors..... 11,500.37

Bills receivable..... 11,500.37

Premium on insurance policies unexpired..... 32,374,065.51

**PROFIT AND LOSS ACCOUNT.**

30th June, 1908.

To amount paid for repairs to steamers..... 35,539.00

Balance to be appropriated, viz.:—

dividend of \$1.25 per share..... 110,000.00



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 565 R. P.O. Box, 53. Telephone No. 12.

## NEW ADVERTISEMENTS

THE STATE FIRE INSURANCE CO., LIMITED.

HAVING been appointed Agents of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.

## NOTICE.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

**BANK HOLIDAY.**  
NOTICE IS HEREBY GIVEN that in accordance with the Ordinance No. 6 of 1875, FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 3rd August.

By Order,  
A. R. LOWE, Secretary.  
Hongkong, 31st July, 1908.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE, calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND (TASMANIA), &c.

**THE Steamship**

"EASTERN,"

Captain McArthur, will be despatched as above on THURSDAY, 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 30th July, 1908.

## BANK HOLIDAY.

IN accordance with the Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 3rd August.

Hongkong, 27th July, 1908.

## WANTED.

**YOUNG MAN** (English), seeks employment as Assistant in European firm. Competent in English and Chinese. Acquainted with general Office Work and Shipping, and speaks the Cantonese dialect. Excellent references. Apply "C.A." Care of "Daily Press" Office.

Hongkong, 13th July, 1908.

## NOTICE.

**DRAPERY GOODS**

CHEAP SALE

Apply to—  
No. 51 and 53, WELLINGTON STREET, DART LOONG.

Hongkong, 7th July, 1908.

## REMOVAL NOTICE.

**W** E beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to

No. 14, QUEEN'S ROAD CENTRAL, Corner of Zeland Street, where we hope the same patronage will be extended to us as in the past.

**HOOSAIN-ALI & Co.**

Hongkong, 27th July, 1908.

## NOTICE.

**W** E HAVE for more than 20 Years manufactured FIRE CRACKERS for export and have gained a very good reputation for the superior quality and moderate price of our Crackers. The HUNG HING SHOP, 17th Hin Tze Lane West Canton, are our SOLE AGENTS. Beware of imitations.

**SUN LEE,**  
Fire-Cracker Makers,  
Man Kong Chow,  
Tung Koon District.

Hongkong, 25th July, 1908.

**THE TIENSIN LIGHTER CO., LTD.**

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and lighterage between Taku Bar & Tientsin.

**DOCK AND ENGINEERING YARD**  
Tongku

Estimates for all classes of ENGINEERING and FOUNDRY WORK are for DOCKING and PAINTING. Vessels given attention to.

**BUTTERFIELD & SWIRE,**  
Managers.  
25th July, 1908.

## PUBLIC COMPANIES

HONGKONG CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

**THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING** of Shareholders in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, 11th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE, Secretary.

Hongkong, 20th July, 1908.

**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE ORDINARY HALF-YEARLY MEETING** of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Provisional Certificate No. 43/1002 dated Hongkong 23rd November, 1907, for 81 Shares of this Bank numbered 83301 to 83386 inclusive registered in the name of Miss ELA DENON FRIH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. B. M. SMITH, Chief Manager.

Hongkong, 30th July, 1908.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the Certificate No. N/8, 1,000 dated Shanghai 18th July, 1908 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive, registered at the Shanghai Branch in the name of GEORGE HANWY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,000 will be thereafter treated by this Corporation as Null and Void.

## ENTERTAINMENT

**VOLUNTEER CONCERT.**

**GRAND PROMENADE CONCERT.**

WILL BE HELD ON THE VOLUNTEER PARADE GROUND TO-MORROW EVENING (SATURDAY), THE 1ST AUGUST AT 9.15 P.M.

By kind permission of Lieut. Colonel A. F. B. GLOVER, D.S.O., and Officers of the 3rd Middlesex Regt. the Regimental Band will attend.

Tickets \$2 and \$1 can be had from Volunteer Headquarters and Messrs. KELLY & WALSH.

A. CHAPMAN, Lt. Colonel, Commandant H.K. Vol. Corps.

Hongkong, 27th July, 1908.

**FOR SALE.**

**FINE SITE** on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908.

**STORAGE.**

FOR COAL, TIMBER, &c.

**TO BE LET,** a Portion of MARINE LOT No. 265 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 32 in PHAYA EAST. Approximate AREA 15,000 SQUARE FT. 99 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & CO., LTD., Hongkong, 6th June, 1906.

**FOR SALE.**

**COLLECTIONS OF USED POSTAGE STAMPS.**

3,000 all different for ... \$35  
2,000 do. ... \$35  
1,500 do. ... \$25  
1,000 do. ... \$10

ARTISTIC PHOTOGRAPHIC POSTCARDS, MECHANICAL TOYS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, and all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor, Hongkong, 9th May, 1908.

**THE DIRECTORY AND CHRONICLE FOR 1908.**

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908.

**ON SALE.**

**THE FIFTY YEARS ANGLICAN CALENDAR**

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

**TO LET.**

**OFFICES** on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

A HOUSE in Wong Nei Chung Road, A HOUSE in RYDON TERRACE, A HOUSE in DES VUEX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Conduit Road, OFFICES in YONG BUILDING, GODOWNS in PRINCE EAST, BLUM BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL, FLATS in ROBERTSON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st July, 1908.

**TO LET, FROM 1ST SEPTEMBER.**

AT SHAMEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 24th July, 1908.

**TO LET.**

From 1st September, 1908.

A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—

N. MODY & CO., 54, 56, Queen's Road, Central, Hongkong, 23rd July, 1908.

## TO LET

**TO LET.**

FOR a permanent, a SMALL BED ROOM with BOARD offered in a large well-appointed House in Cool Locality, at nominal terms monthly.

Address—Care of "Daily Press" Office, Hongkong, 24th July, 1908.

**TO LET.**

NOS. 14, 17, 19 and 21, SEYMOUR ROAD. Apply to—

COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 31st July, 1908.

**TO LET.**

4 and 5-ROOMED HOUSES in Kowloon.

SMALL SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 2nd July, 1908.

**TO LET.**

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907.

**TO LET.**

ONE OFFICE ROOM, Third Floor, Now Praya 2, opposite Murray Pier.

Apply to—

SCHULTZ & CO., Hongkong, 28th July, 1908.

**TO LET.**

FROM 1ST MAY

KOWLOON MARINE LOT 48, Yau-mai, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., Hongkong, 18th January, 1908.

**TO LET.**

NOS. 27 and 33, SEYMOUR ROAD, Nos. 52, 57 and 61, Caine Road.

Apply to—

SAM WANG CO., LTD., 91, Queen's Road Central, Hongkong, 14th July, 1908.

**TO LET.**

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO., Same address, Hongkong, 23rd January, 1907.

**TO LET.**

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW & POH & Co.)

Apply to—

THE COMPADORE DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 10th June, 1908.

**TO LET.**

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st July, 1908.

**TO LET.**

OFFICES in HOTEL MANHIONS.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 1st May, 1908.

**TO LET.**

"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 23 Rooms.

C. M. S. PEAK BUNGALOW, Mount Kailash, Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st July, 1908.

**TO LET.**

HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st July, 1908.

## BANKS

**THE**



examined on the 6th August, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE;  
Hongkong Office.  
Hongkong, 29th July, 1908. 1134



## SHIPPING.

## ARRIVALS.

Amigo, German str., 17th, Frankfurt, 30th July.  
Holloway, British str., 5,727, J. Bartlett,  
20th July—Liverpool via Manila 30th June.  
General—Butterfield & Swire.  
DAIWIN MARU, Japanese str., 900, I. Sakurai,  
30th July—Tamsui, Amoy and Swatow.  
29th July, General—Osaka Shosen Kaisha.  
INTERBAN, British str., 2,853, Marshall, 30th  
July—New Castle 11th July, Coal.  
Arnhold, Hamburg str., 1,468, R. Lincoln,  
29th July—Shanghai 25th July, General—  
Chinese.  
LOOSER, German str., 1,026, G. Schultze, 30th  
July—Bangkok 23rd July, Rice—Batter-  
field & Swire.  
MOTOR MARU, Japanese str., 2,736, J. Handa,  
30th July—Bombay 30th July, Cotton—  
Nippon Yusen Kaisha.  
Solestad, Norwegian str., 397, H. Malmson, 30th  
July—Bangkok 29th July, Rice & General  
—A. R. Mery.  
YEDO MARU, Japanese str., 3,227, Koshi, 29th  
July—Mojito 23rd July, Coal—Mitani Bussan  
Kaisha.

## CLEARANCES.

At the Harbour Master's Office.  
30th July.  
Bangkok, German str., for Bangkok.  
Glenatree, British str., for Haiphong.  
Nyansa, British str., for Shanghai.  
Stavonia, German str., for Shanghai.

## DEPARTURES.

30th July.  
AGAMENON, British str., for Singapore.  
ASTRAEA, British str., for Singapore.  
BUJAN MARU, Japanese str., for Swatow.  
CHOYANG, British str., for Canton.  
EASTERN, British str., for Kobe.  
ITHAKA, German str., for Canton.  
KWANGLOO, Chinese str., for Canton.  
KWANGLOO, Chinese str., for Shanghai.  
KWANGLOO, Chinese str., for Swatow.  
LUNAR, British str., for Kobe.  
SARDINIA, British str., for Singapore.  
SHANSHI, British str., for Amoy.  
TIRKIN, Dutch str., for Yokohama.  
TRUMPH, German str., for Haiphong.  
WINGSONG, British str., for Shanghai.  
YETOSOFU MARU, Japanese str., for Singapore.

## SHIPPING REPORTS.

The British str. Bala reports: On the  
28th July, in lat. 21° 55' N long 114° 15' E  
fell in with a wrecked junk and took off 4 men  
who report having lost 11 men and 4 women,  
members of their crew. Lat. 22° 4' N long 114°  
10' E fell in with another wreck and took off  
3 men and 2 women who report having lost 2  
of their companions. Close to was another over-  
turned junk.

## VESSELS IN DOCK.

July 30th.  
ASHBURN DOCKS.—Chili.  
CANTON DOCKS.—Horoona, Courtfield,  
Cranley, Strickland, Manche, Charles Hardwin,  
Pavia, Laming, Amara, Banchang, Nanchang,  
Lungchow.  
COSMOPOLITAN DOCKS.—Standard, Hentz.

## VESSELS ON THE BERTH.

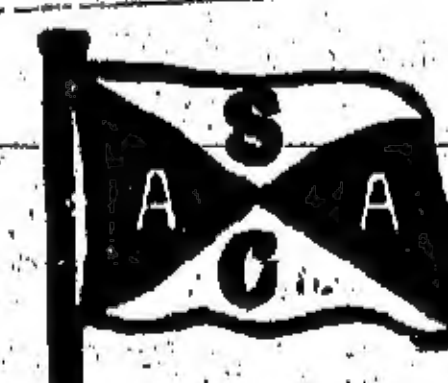
DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

## HAIMUN.

Captain Robson, will be despatched for the  
above Ports TO-DAY, the 31st inst., at 2 p.m.  
A reduction of 20 per cent. on First Class  
Fares to Fochow, will be made during the  
Months of July August and September.  
For Freight or Passage, apply to  
DOUGLAS, LAPELLE & Co.,  
General Managers.  
Hongkong, 29th July, 1908. 1133  
FOR SHANGHAI, YOKOHAMA, KOBE  
AND MOJI.

## THE Steamship

"ARRATON APCAR."  
Captain A. Stewart, will be despatched for the  
above Ports on TUESDAY, the 4th August,  
at 8 p.m.  
This Steamer has superior accommodation  
for passengers and is installed throughout with  
Electric Light and carries a duly certified  
Doctor.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., LTD.,  
Agents.  
Hongkong, 31st July, 1908. 1113



## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL  
with liberty to call at the Malabar Coast.  
S.S. "MONTROSE" on 11th August, 1908.  
For Freight and Further Information,  
Apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 14th July, 1908. 1070  
DAMPFSCHIFFS-REHDEREI "UNION"  
ACTIEN-GESELLSCHAFT.

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"ALBENGA."  
Captain Lorenzen will be despatched for the  
above Port on the 20th August.  
For Freight apply to  
CARDOWITZ & Co.,  
Agents.  
Hongkong, 24th July, 1908. 1114

## "SHIRE" LINE OF STEAMERS

LIMITED.  
FOR LONDON, HAMBURG AND  
ANTWERP.

## THE Steamship

"LINTSHIRE."  
will be despatched for the above Ports on  
or about the 5th August, 1908.  
For Freight and Passage, apply to—  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 20th July, 1908. 1096

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked 'k' nearest Hongkong 'h' midway between Hongkong and Kowloon 'm' and those vessels berthed at the Kowloon Wharf 'k.w.' together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.S.	P. & O. S. N. Co.	On 8th Aug., at Noon.
LONDON, HAMBURG & ANTWERP	WINTSHIRE	Brit. str.	—	Habel	SHAW, TOMES & Co.	About 26th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 26th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 20th September.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	About 30th inst.
MARSEILLES, ANTWERP & HAMBURG &c.	C. FRED. LARSEN	Fr. str.	—	A. Christensen	MESSAGERIES MARITIMES	On 4th Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOUNAM	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 5th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SINGO MARU	Jap. str.	—	Kotite	NIPPON YUSEN KAISHA	On 18th Aug., at D'light
MARSEILLES, HAVRE & COPENHAGEN.	KAWACHI MARU	Jap. str.	—	F. L. Fommmer	MELCHERS & Co.	Middle of September.
MARSEILLES, ANTWERP & HAMBURG, &c.	CATHAY	Ger. str.	k.w.	L. Maass	HAMBURG-AMERICA LINE	About Middle of Sept.
GENOA, MARSEILLES, LONDON, &c., VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Lorenzen	NIPPON YUSEN KAISHA	On 12th Aug., at D'light
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	SCHARNHORST	Ger. str.	—		MELCHERS & Co.	On 12th Aug., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	MONTESE	Am. str.	2 m.		SHAW, TOMES & Co.	On 11th August.
NEW YORK	ALBENGA	Ger. str.	1 m.		CALDWELL & Co.	On 20th August.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	W. Shotton	CANADIAN PACIFIC R. Co.	On 8th Aug., at Noon.
VICTORIA B.C. & TACOMA VIA JAPAN	SUPERIO	Am. str.	—	M. Yagi	CANADIAN PACIFIC R. Co.	On 15th Aug., at 4 p.m.
VICTORIA B.C. & SEATTLE, WASH., &c.	ARI MARU	Jap. str.	—	S. Ishikawa	DODWELL & Co., Ltd.	To-morrow.
VICTORIA B.C. & SEATTLE, WASH., &c.	YU MARU	Jap. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 18th Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 1st Sept., at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	D. Lens	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	MoArthur	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
AUSTRALIAN PORTS VIA PORT DAWIN	EASTERN	Brit. str.	—	K. Homma	MELCHERS & Co.	On 13th Aug., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	G. Becker	GIBB, LIVINGSTON & Co.	On 29th Aug., at Noon.
WITTHAIWEI, CHEFOO & TIENTSIN	KURICHOW	Brit. str.	1 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
VLADIVOSTOK	ASCONIA	Rus. str.	—	K. Homma	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
KOBE AND YOKOHAMA	TAMBA MARU	Jap. str.	—	P. NALIN	MELCHERS & Co.	End of July.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YAWATA MARU	Jap. str.	—	Kensie	NIPPON YUSEN KAISHA	On 7th August.
TSINGTAU, CHEFOO & NEWCHANG	QUESSANT	Freder. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	On 5th Aug., at Noon.
TIENTSIN	NANCHANG	Brit. str.	1 m.	Peter	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHONGHONG	Ger. str.	k.w.	H. S. Bradshaw	MELCHERS & Co.	On 5th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SLAVONIA	Brit. str.	—	Self	HAMBURG-AMERICA LINE	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	NANSA	Freder. str.	—	A. Stewart	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ABRATON APCAR	Brit. str.	—	A. E. Sandbach	MESSAGERIES MARITIMES	About 3rd August.
SHANGHAI	HAUSGANG	Brit. str.	—	J. D. Andrews, R.N.S.	DAVID SASSOON & Co., Ltd.	On 4th Aug., at 3 p.m.
SHANGHAI	DELHI	Brit. str.	—	G. Meiners	JARDINE, MATHESON & Co., Ltd.	On 5th Aug., at 4 p.m.
SHANGHAI	DEFFLINGER	Ger. str.	—		MELCHERS & Co.	About 6th August.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	ECOSANG	Brit. str.	—	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	About 12th August.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CATHAY	Dan. str.	—	I. Sakurai	MELCHERS & Co.	On 14th Aug., at Noon.
SHANGHAI	TJILATAP	Dan. str.	—	Robertson	MELCHERS & Co.	Middle of August.
ANPING VIA SWATOW & AMOY	SHOKU MARU	Jap. str.	2 h.	Jameson	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSUI VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	1 m.	Imbhen	OSAKA SHOSHEN KAISHA	On 5th Aug., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	1 m.	S. J. Payne	OSAKA SHOSHEN KAISHA	On 2nd Aug., at 10 a.m.
HOIHOW & HAIPHONG	CHIELI	Brit. str.	1 m.	R. Almond	DOUGLAS LAPELLE & Co.	To-day, at 2 p.m.
HOIHOW & HAIPHONG	LONGSANG	Brit. str.	—	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 4th Aug., at 10 a.m.
MANILA	RUH	Brit. str.	1 m.	T. Weyrick	BUTTERFIELD & SWIRE	On 4th Aug., at D'light
MANILA	TAKING	Brit. str.	1 m.	Bodger	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MANILA	YUENANG	Brit. str.	—	P. Samail	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MANILA	ZAVIRO	Brit. str.	1 m.	T. Yamawaki	BUTTERFIELD & SWIRE	On 4th Aug., at 4 p.m.
MANILA	BORNEO	Ger. str.	—	S. H. Nelson	JARDINE, MATHESON & Co., Ltd.	On 7th Aug., at 4 p.m.
KUDAT & SANDAKAN	WAKAMITA MARU	Jap. str.	—	J. Robinson	SHAW, TOMES & Co.	On 8th Aug., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	CHOYANG	Brit. str.	—	Sandbach	MELCHERS & Co.	Beginning of August.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Rus. str.	1 m.	J. Robinson	NIPPON YUSEN KAISHA	On 8th August.
SINGAPORE, PENANG & CALCUTTA	CURONIA	Rus. str.	—	Fand	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	1 m.		DAVID SASSOON & Co., Ltd.	On 4th Aug., at Noon.
RATATIA, CHERISON, SAMARANG, &c.	TIPANAS	Dut. str.	—		MELCHERS & Co.	On 14th August.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.  
12 DAYS YOKOHAMA—VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,700	SATURDAY, 8th Aug.	8th Sept.
"EMPERESS OF INDIA"	6,000	SATURDAY, 15th Aug.	15th Sept.
"LENNOX"	3,700	FRIDAY, 11th Sept.	28th Sept.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 26th Sept.	17th Oct.
"EMPERESS OF CHINA"	6,000	SATURDAY, 3rd Oct.	27th Oct.
"MONTAGLE"	6,165	SATURDAY, 3rd Oct.	27th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
S.S. "MONTAGLE" and "EMPERESS" will depart from HONGKONG at 4 p.m.  
S.S. "MONTAGLE" and "LENNOX" will depart from HONGKONG at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships,  
14,000 tons register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10  
Intermediate on Steamers ... 240, ... 242.  
and 1st Class Railways.

First Class route to London includes coast of India and Berth in Sleeping Car while crossing  
the American Continent by Canadian, Pacific direct Line.  
S.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates  
affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL BATES (1st class only) granted to Ministers, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Padder Street and Praya, opposite Blake Pier.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW & AMOY	"DAIWIN MARU" Capt. I. Sakurai	SUNDAY, 2nd Aug. at 10 a.m.
ANPING VIA SWATOW & AMOY	"SHOKU MARU" Capt. ICHIKI	WED'DAY, 5th Aug. at 10 a.m.

These new Steamers have excellent accommodation for First and Second Class  
Passengers and are fitted throughout with electric light. First-class Cabins Amidships.  
Unrivalled Table.

Taking Cargo on taropah Bills of Lading to all Yangtze and North China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch  
C/O Second Floor, No. 1 Queen's Buildings.

Hongkong, 31st July, 1908.

T. ARIMA, Manager.

13

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUVERIC	6,293	W. Shotton	On 1st August.
KUMERO	6,293	Cowley	On 19th August.
SHAWMUT	9,608	E. V. Roberts	On 12th September.
TREBONT	9,608	T. W. Garlick	On 6th October.

1 Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY, ELECTRIC LIGHT, DOCTOR AND SURGEON.

The twin-screw s.s. "SHAWMUT" and "TREBONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier  
in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.

Hongkong, 27th July, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YABRA" Capt. Sellier	About 3rd August.
MARSHILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 4th Aug., P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Verdon	On 17th Aug., P.M.
MARSHILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 18th Aug., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta,  
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway  
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
Queen's Building.

Hongkong, 28th July, 1908.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"GREGORY APCAR."  
Captain S. H. Nelson, will be despatched for the  
above Ports on TUESDAY, the 4th Aug.,  
at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 29th July, 1908. 1129

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AMERICAN PORTS.

## THE Steamship

"MARMORA."  
Captain G. H. C. Weston, R.N.S., carrying  
His Majesty's Mails, will be despatched for  
this for Bombay &c. on SATUR-  
DAY, the 8th August at NOON, taking  
passengers and cargo for the above ports  
in connection with the Company's s.s.  
"HIMALAYA," 7,000 tons, from Colombo.  
"HIMALAYA" in which vessel is  
passenger accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and  
Tea for London (under arrangement will be  
transhipped to Colombo into the mail steamer  
proceeding to Marseilles and London, other  
cargo for Bombay by the R.M.S. "MARMORA,"  
due in London on the 30th September, 1908.  
Passes will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 27th July, 1908. 1

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South America in connection with Indo-  
China Steam Navigation Co's fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED  
General Agents for China and Japan  
Hongkong, 4th August, 1908. 9

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A.L. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 831 "  
Width of Entrance on Bottom... 824 "  
Water on Blocks at Spring Tide 34 "

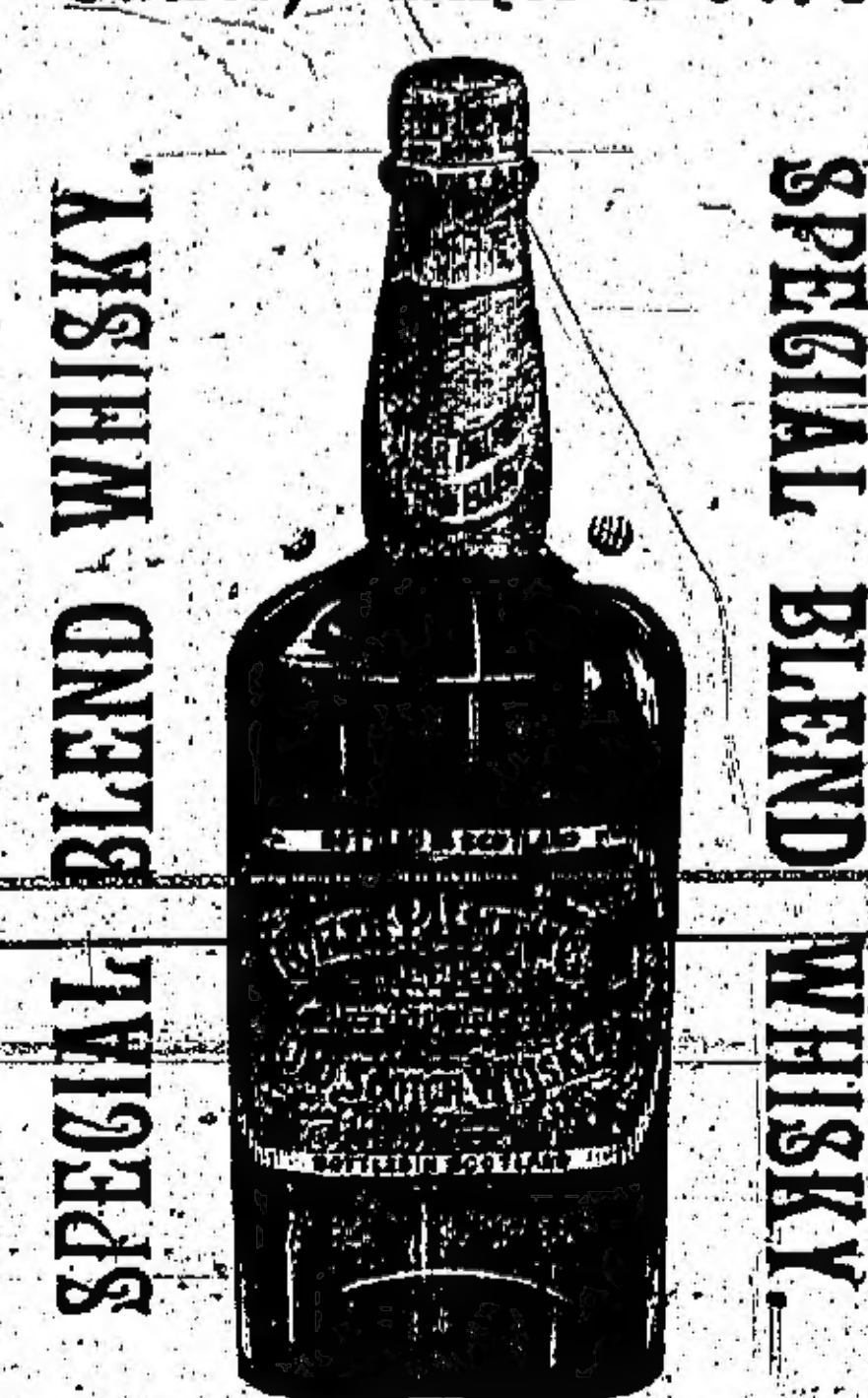
DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 518 "  
Width of Entrance on Top... 681 "  
Width of Entrance on Bottom... 677 "  
Water on Blocks at Spring Tide 64 "

DOCK No. 2.  
Extreme Length... 571 feet.  
Length on Blocks... 566 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 63 "  
Water on Blocks at Spring Tide 32 "

PATENT SLIP.  
Suitable for vessels up to 1,000  
TONS. THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIALS  
always kept on hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (112 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. 908

## Cutler, Palmer &amp; Co's





# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. S. Bradshaw	About 31st July	Freight and Passage.
SHANGHAI	DELHI	About 6th Aug.	Freight and Passage.
LONDON via USUAL PORTS	MAHMOUD	Next, 8th Aug.	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 28th July, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	On 31st July, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 1st Aug., 10 A.M.
WUHAIRWEL, CHEFOO and TIENTSIN	"KUBICHOV"	On 1st Aug., 4 P.M.
SAMABANG and SOURABAYA	"SHANTUNG"	On 1st Aug., 4 P.M.
MANILA ZAMBOANGA, THURS. DAY ISLAND, OKTOWN, CAIBEN, TOWNVILLE, BRISBANE, HONEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.
HOIHOW and HAIPHONG	"CHIHLEI"	On 4th Aug., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	"TAMING"	On 4th Aug., 4 P.M.

AUSTRIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 31st July, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 31st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"CHOYSANG"	Saturday, 1st Aug., Noon.
TIENTSIN	"CHEONGSHING"	Wednesday, 5th Aug., Noon.
SHANGHAI	"HANGSANG"	Wednesday, 5th Aug., 4 P.M.
MANILA	"YUNTSANG"	Friday, 7th Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Friday, 14th Aug., Noon.

RETURN TOURS TO JAPAN.

The steamers "KUTANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafco, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage apply to JARDINE, MATHESON &amp; CO., LTD.,

HONGKONG, 31st July, 1908.

GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via SRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

FOR MARSSEILLES ANTWERP &amp; HAMBURG:

S.S. C. FERD. LAEISZ About 30th July

FOR HAVRE &amp; HAMBURG:

S.S. SAXONIA ... 9th Aug.

S.S. SILVIA ... 23rd Aug.

S.S. SLAVONIA ... 6th Sept.

FOR MARSSEILLES, ANTWERP &amp; HAMBURG:

S.S. SPERZIA ... About Mid. of Sept.

FOR HAVRE &amp; HAMBURG:

S.S. AMBRIA ... 20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 27th July, 1908.

Hongkong Office.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTH AFRICA, ANTWERP & HAMBURG	"SCHARNHORST"	Wednesday, 12th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DEFFLINGER"	About Wednesday, 12th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 13th Aug., at 5 P.M.
KUDAT & SANDAKAN	"BOENBO"	Beginning of Aug.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 31st July, 1908.

# CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwaite, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.  
NAPLES to Hongkong in 29 DAYS.  
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

— OUESSANT ...	27th Aug.	— MALTE ...	12th Oct.
		— CRYLAN ...	28th Nov.
		— CORSE ...	11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

782

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amplitudes, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

### STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 1st Aug., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 8th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 20th July, 1908.

14

# NIPPON YUSEN KAISHA.

## EXTRA SAILING EUROPEAN LINE.

For GENOA, MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.

The Company's Newly Built Passenger Steamer

## "KAMO MARU"

(Tons 9000 Gross Reg.—Captain F. L. SOMMER)

Will be despatched at above on WEDNESDAY, 12th August, at Daylight.

Every known Comfort provided on Board for Travellers: First Class Staterooms; Amplitudes comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite.

Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to

NIPPON YUSEN KAISHA.

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6217	WEDNESDAY, 5th Aug., at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via KEELUNG, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	KAWACHI MARU, Tons 6101	WEDNESDAY, 19th Aug., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 18th Aug., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	IYO MARU, Capt. S. Ishikawa, Tons 6320	TUESDAY, 1st Sept., at 4 P.M.
KOBE and YOKOHAMA	KUMANO MARU, Capt. N. Matheson, Tons 5078	FRIDAY, 7th Aug., at Noon
BOMBAY via SINGAPORE and COLOMBO	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept., at Noon
	YAWATA MARU, Capt. K. Homma, Tons 3817	WEDNESDAY, 5th Aug., at Noon
	TAMBA MARU, Capt. C. H. Butler, Tons 6134	FRIDAY, 7th Aug., at Noon
	WAKAMIYA MARU, Capt. T. Yamawaki, Tons 4723	SUNDAY, 9th Aug., at Noon

† Fitted with Marconi's System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 29th July, 1908.

T. KUSUMOTO,

MANAGER.

356

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG &amp; VLADIVOSTOCK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOCK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOHRS &amp; CO.,

Hongkong, 18th July, 1908.

AGENTS.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATAP.	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG.	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIMAH.	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJIKINI.	JAPAN	First half of Sept.	JAVA	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.

Hongkong, 31st July, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

18

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged in ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VOGES ROAD, HONGKONG.

Japan Office:—

14, WATATE STREET, YOKOHAMA.

## SHIPPING IN PORT.

AMARA, Norwegian str., 1,017, Haustad, 25th July—Otaru 14th July, Railway Sleepers—Aggaard, Thorsen & Co.	AMSTORF, British str., 1,348, E. Richard, 25th July—Newchwang 17th, and Chafco 19th, General—Butterfield & Swire.
AREATOR, APCAR, British str., 2,331, A. Stewart, 29th July—Calcutta & Singapore 19th, General—David Sassoon & Co., Ltd.	19th, General—Butterfield & Swire.
ASIA, British str., 2,336, Harry Gunkroger, 19th July—San Francisco 23rd June, and Shanghai 17th July, Mails and General—O. & O. S. S. Co.	NYANZA, British str., 4,180, H. S. Bradshaw, 24th July—London 30th June & Singapore 24th July, General—P. & O. S. N. Co.
BANGKOK, German str., 1,337, T. Nicolaisen, 19th July—Bangkok 8th July, Rice and Mail—Butterfield & Swire.	PONGTONG, German str., 993, Botehufur, 25th July—Bangkok 19th July, Rice and Meal—Norddeutscher Lloyd.
BARRA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.	PROMETHEUS, Nor. str., 1,023, O. Kornelissen, 9th July—Saigon 4th July, Rice—Aggaard, Thorsen & Co.
BIZLEY, British str., 4,229, Henry Eaghton, 29th July—New York 22nd May, and Manila 25th July, General—Arnold, Karberg & Co.	REIDAR, Norwegian str., 6,300, C. Stangeros, 12th July—Moji 5th July, Coals—Mitsui Bussan Kaisha.
BORNEO, German str., 1,344, F. Sembill, 28th July—Sundakar 23rd July, Melchers & Co.	RUBI, British str., 1,811, R. W. Almond, 27th July—Manila 25th July, Sugar—Shewan, James & Co.
C. FERD. LAEISZ, German str., 3,977, Wagner, 28th July—Hankow 23rd July, General—Hamburg-Amerika Linie.	SEIBERAD, Norwegian str., 612, S. Tananger, 16th July—Bangkok 8th July, Rice and General—Gibb, Livingston & Co.
CHIRILL, British str., 1,142, J. Warrack, 27th July—Haiphong 19th, Pakhoi 23rd, and Hoifow 28th, Rice and General—Butterfield & Swire.	SHANTUNG, British str., 1,833, Scott, 25th July—Saigon 19th, and Batavia 28th, Flour—Dodwell & Co.
CHOYSANG, British str., 1,424, A. E. Sandback, 28th July—Shanghai 19th, and Swatow 28th, General—Jardine, Matheson & Co.	SHENLA, British str., 2,238, T. Ogilvy, 9th July—Pugot Sound via Hakodate and Moji 3rd June, Flour—Dodwell & Co.
COURTESY, British str., 4,497, John Wiseman, 28th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.	SINGAP, British str., 1,047, F. Jamieson, 29th July—Haiphong and Hoifow 28th July, General—Butterfield & Swire.
DAKOTA, British str., 2,593, Ross, 24th July—San Francisco, Bulk Oil—Standard Oil Co.	SLAVONIA, German str., 2,293, Peter, 29th July—Hamburg and Singapore 23rd July, General—Hamburg-Amerika Linie.
DEUSAR, Norwegian str., 1,102, J. Bing, 10th July—Chafco 4th July, General—Aggaard, Thorsen & Co.	STANDAR, Norwegian str., 894, H. N. Bull, 17th July—Singapore 10th July, General—Walton & Co.
FAUSANG, British str., 1,410, M. Malkins, 24th July—Shimonoseki 18th July, Rice—Jardine, Matheson & Co.	SUNGLANG, British str., 997, G. H. Pennesfather, 29th July—Cebu and Iloilo 24th July, Sugar—Butterfield & Swire.
GREGORY APCAR, British str., 2,361, S. H. Belsom, 28th July—Moji 21st July, General—David Sassoon & Co., Ltd.	SUVERE, British str., 3,000, W. Shotton, 29th July—Manila 25th July, General—Dodwell & Co.
HAIFONG, British str., 636, A. J. Robson, 29th July—Fochow 19th, Amoy 27th, and Swatow 28th, General—Douglas, Laprak & Co.	TAISHAN, British str., 1,278, Lising, 16th July—Saigon 12th July, Rice and Meal—Bradley & Co.
HANGCHOW, British str., 999, Mawley, 28th July—Chinkiang 22nd July, Rice—Butterfield & Swire.	TAISHUN, Chinese str., 1,316, Milligan, 29th July—Shanghai 22nd July, General—Chinese.
HANOI, French str., 742, J. Pannier, 28th July—Haiphong and Hoifow 27th July, General—A. R. Marty.	TAIWAN, British str., 1,200, J. A. Martin, 23rd July—Bangkok 16th July, Rice—Chinese.
HINSHANG, British str., 1,528, A. G. Smith, 12th July—Hongay 10th July, Coal—Jardine, Matheson & Co.	TAIYUAN, British str., 1,459, L. Dawson, 27th July—Australia, and Sydney 4th July, General—Butterfield & Swire.
ITHAKA, German str., 1,446, W. Vogeler, 28th July—Chinkiang 24th July, General—Hamburg-Amerika Linie.	TELEMACHUS, British str., 4,602, J. H. Goodwin, 29th July—Shanghai 26th July, General—Butterfield & Swire.
KAIYONG, British str., 987, Mathias, 24th July—Cebu and Iloilo 20th July, General—Butterfield & Swire.	TELEMACHUS, British str., 1,340, J. Williams, 22nd July—Saigon 17th July, General—Chinese.
KANTU, British str., 1,142, James Speed, 14th July—Wuhu 8th July, Rice—Butterfield & Swire.	TRIBODAS, Dutch str., 2,247, P. Zwart, 27th July—Moji 14th July, Coal and General—Java-China-Japan Lijn.
KATHARINE PARK, British str., 3,075, W. H. Cope, 31st July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.	WONGKOT, German str., 1,115, W. Reher, 28th July—Bangkok 19th, and Swatow 27th, General—Butterfield & Swire.
KEONG WAI, German str., 1,115, J. Köhler, 23rd July—Bangkok 18th July, Rice—Butterfield & Swire.	YCHOW, British str., 1,239, F. Northcombe, 28th July—Shanghai 24th July, General—Butterfield & Swire.
KOHSCHANG, German str., 1,292, C. Roselinsky, 29th July—Bangkok 19th and Hoifow 25th, Rice—Butterfield & Swire.	
LAERTES, British str., 1,340, H. C. Frampton, 25th July—Saigon 21st July, General—Chinese.	SAILING VESSELS.
LAISANG, British str., 2,224, E. J. Taid, 20th July—Calcutta 19th, and Singapore 15th, General—Jardine, Matheson & Co.	INTERPALLIS, British str., 2,480, Stewart, 28th July—Saigon 17th July, General—Chinese.



